

ing a large white cross herald and “Shock Control” lettering, they were later repainted into a more minimalist scheme: plain mineral brown paint with a small Santa Fe herald affixed to the upper left corner of the car. Many cars in the fleet never received the small herald, and feature only the reporting marks and necessary dimensional data. These two schemes alone account for much of what the Bx-166 fleet looks like today. Given ongoing reshipping, paint schemes became many and varied over the years. To date, the Bx-166 has been identified in 13 different paint schemes, ranging from the original “Shock Control” cars all the way to BNSF’s modern “Powerbar” logo.

Roughly 40 years in service and still go-



ing strong, many Bx-166 boxcars have now been relegated to non-beer service, such as the hauling of bundled corrugated and paper recyclables. But the Bx-166 remains a major beer hauler to date, and can be found at western breweries and beer distribution centers all across North America.

BLMA has three versions planned or available: As delivered in Indian Red with large circle cross herald and Shock Control,

ATSF in mineral brown, and coming this summer, in three BNSF schemes—BNSF (ATSF repatch w/cross), BNSF round logo and BNSF powerbar logo. Each version comes in 24 road numbers. MSRP varies between \$39.95 and \$42.95. BLMA and Atlas Model Railroad Co. have combined forces, but for more information it is still possible to go to [www.blmamodels.com](http://www.blmamodels.com).

## HO Scale ATSF GP7/GP7B Sets

Santa Fe’s EMD GP7 delivery in March-April 1953, order number 5218/5218A, included five dynamic-brake equipped GP7/GP7B sets numbered ATSF 2788/ 2788A through 2792/2792A. They

were originally planned to replace three-unit sets of 100 Class FTs in south Texas and east Texas “piney woods” service. Eventually the pairs were broken up and the units were mixed indiscriminantly with 200 Class F7s, and 2650 Class GP7s. The five GP7/GP7B sets were delivered painted

in the ATSF black with silver/aluminum zebra-stripe paint, square 24-inch Santa Fe circle cross herald on the upper short hood and silver/aluminum 5-inch A.T.S.F. lettering centered on the long hood below the dynamic brake intake. After 1960 all were repainted ATSF blue with yellow

Number	Model	Built	Builder’s #	Notes
2788	GP7	EMD Mar 53	17015	rebuilt GP7u 2199* Jul 80, retired Jan 93
2788A	GP7B	EMD Mar 53	17020	wrecked Alva OK Jun 68, scrapped
2789	GP7	EMD Mar 53	17016	rebuilt GP7u 2129* Aug 78, off roster before Jan 99
2789A	GP7B	EMD Mar 53	17021	rebuilt GP9u 2244, leased Utah Rwy, to BNSF 1647
2790	GP7	EMD Mar 53	17017	rebuilt GP7u 2191* Apr 80, to Southern Kansas Oklahoma Dec 90
2790A	GP7B	EMD Mar 53	17022	rebuilt GP9u 2258 to Utah Rwy 97
2791	GP7	EMD Apr 53	17018	rebuilt GP7u 2186* Mar 80, to Southern Kansas Oklahoma Dec 90
2791A	GP7B	EMD Apr 53	17023	rebuilt GP9u 2270 to BNSF 1658
2792	GP7	EMD Apr 53	17019	wrecked Alva OK Jun 68, sold: to EMD for SD39 series Jun68/??69
2792A	GP7B	EMD Apr 53	17024	rebuilt GP9u 2288, to BNSF [assigned 1674 21Apr98,

\* removed dynamic brake



ATSF 2791-2791A at San Angelo, Texas, in October 1958. Ordered, initially, for Santa Fe’s east Texas lumber lines, the cow/calf GP7 units frequently were used, instead, on the Orient.  
—John McCall